

CHINA'S MOST PRESSING PROBLEM IS FINANCE

Politico-Financial Developments of Last Few Months Told by Tribune Correspondent.

\$300,000,000 LOAN NEEDED

Morgan & Co., Kuhn-Loeb, First National Bank of New York and National City Interested.

(By the Regular Correspondent of the Tribune in Peking.)

Peking, March 18.—The first difficulty which the new Republic of China has to face, as might have been expected, concerns finance, and there are signs of an impending politico-financial conflict of no mean proportions. There has already been an open break between Tang Shao-yi, the new Premier, and the international organization of bankers known as the quadruple group, composed of great financial institutions of America, England, France and Germany and supported by the governments of those countries. While a solution will doubtless be found, the present imbroglio is one of deep and important interest, involving as it does the welfare of the nation.

The quadruple group is undoubtedly one of the wealthiest and most powerful of all financial organizations. It comprises great banking institutions of four of the richest countries of the world. The American section, commonly called the American group, includes J. P. Morgan & Co., Kuhn, Loeb & Co., the National City Bank and the First National Bank of New York. The British institutions of the three other countries are as strong and powerful in their own countries as the institutions just named are in America.

The organization or amalgamation of these banks of various nationalities, came in 1909, when the so-called Hu-Kuang Railway loan for \$200,000,000 was floated. The Germans, the British and the French had arranged the Hu-Kuang loan, the purpose of which was to enable the Chinese government to construct railways in the provinces of Hu-Pei and Han-Nan, when the American government demanded a quarter share on the ground that in 1903 China had promised that America might participate in this particular railway scheme, then only projected, whenever it might be consummated. The Department of State in Washington made a vigorous fight for American rights and finally obtained American participation.

American Group Organized.

The American group was organized and has since been a participant in the big financial affairs of China. Last year the international group arranged to float the \$500,000,000 currency reform loan, which, on account of disturbed conditions, has not yet been put on the market. Thus it has come about that the international group considers itself, and is generally looked upon as, pre-eminent in China and the Chinese government makes no financial move that is not closely watched by the representatives of the group stationed in Peking. The four governments of the banking groups are fully aware of all that the bankers try to do, and the bankers do little without consulting their governments. It amounts to diplomatic finance of the highest order.

Very shortly after the outbreak of the revolution in China, the chapter of which was brought to a close with the recent inauguration of Yuan Shih-kai, the imperial government became badly in need of funds. Proposals were made to the international group by the imperial government, but were not favorably received, principally on account of the opposition of Great Britain.

The Department of State in Washington has had much to do with conditions that exist today. Early in the game, the department secured an international agreement for concerted action in China's affairs, and so far no country had deviated from the programme outlined. Recently, when certain Japanese firms made plans to lend considerable sums to the revolutionists, the Japanese government stepped in and put a stop to the negotiations. The powers took an attitude of neutrality, and held aloof as much as possible, letting China fight out for itself. There were some violations of neutrality, but in the main, the powers stood pretty well together, and there has been no grave breach of faith nor any open endeavor on the part of any one power to take advantage of the situation.

Powers Treat with Rebels.

A technical expert on international law might find a flaw in the attitude of the powers in adopting this position of neutrality and treating the unrecognized rebels—unrecognized even to the extent that their belligerency was not acknowledged officially—as a plane of entire equality with the only legal and constituted government in this country, a government that had been in continuous existence for more than two and a half centuries, and one which had always lived up to its international obligations, sometimes, it is true, under compulsion.

Finally the Manchus were driven out of Peking and the new government was proclaimed. An agreement was reached with the revolutionists in Nanking. Yuan would be provisional President. A national convention would meet to adopt a constitution and to elect Yuan's successor, which would be Yuan himself. The revolution came to an end, and arrangements were made for the formation of the new government, with Yuan Shih-kai at its head.

It was at once apparent, and had been for some time before, that China's first need, after the organization of a provisional government agreed to by all factions, was a vast sum of money, a sum greater than China has ever before dreamed of borrowing, although there had been big loans in the past. The nation was bankrupt. For months business had been at a standstill. Revenue to the central government had practically ceased. Great areas had been devastated and hundreds of thousands of soldiers had to be paid. The looting of Peking by the soldiers of Yuan Shih-kai's forces hastened the inauguration of Yuan Shih-kai, and an agreement was made with the rebels in Nanking for a speedy installation of Yuan as President.

When this agreement had been reached, and the situation somewhat clarified, negotiations were taken up for a loan with the international group. Tang Shao-yi came to Peking and met with the bankers as the representative of Yuan Shih-kai. He was to be the new Premier and had full authority to speak, although Yuan had not yet been inaugurated.

Soldiers Had To Be Paid.

It was a difficult and critical situation. The new government had not been recognized, in fact, it did not exist. But it was in dire need of funds, and something had to be done, and done quickly. The hundreds of thousands of soldiers, in the north and in the south, were getting restless and dangerous. They had to be paid. There were a number of conferences between the bankers and Tang Shao-yi, and Tang told them just what he wanted. Millions of dollars were involved, not only in the new loan that was proposed, but in past loans, interest on which had not been paid for months, and in future loans which would be a source of profit to bankers and which would enable China to get on her feet and move forward. China's only chance for

peace and stability, it was clearly seen, was in the government's immediate acquisition of a considerable sum of money to pay the running expenses of the nation, to pay unpaid soldiers and to set the wheels in motion. China's credit had to be maintained, not entirely for the sake of China alone, but also for the sake of those who in the past have heavily invested in Chinese loans and enterprises and for the sake of future business.

Tang Shao-yi set forth his needs, telling in detail just what he wanted. The bankers considered, and finally agreed to make certain advances. The first of these was \$200,000,000 on February 28. This went to the Nanking government for urgent expenses and the payment of soldiers. The Peking government needed money less urgently, and no advance was made to it until later, when \$100,000,000 was given, in two instalments. These advances were made on treasury notes, and there was no loan contract. Finally an arrangement was made whereby the bankers of the quadruple group agreed to finance the Chinese government until it has been thoroughly organized and recognized. The advances would amount to about 7,000,000 taels monthly. When the government should be recognized the advances would be absorbed in a loan of great size. The Chinese talked about a loan of \$300,000,000, and an agreement was practically reached that the loan would be \$300,000,000, or approximately \$300,000,000 gold.

An Anglo-Belgian Syndicate.

Everything seemed to be moving along most smoothly, when there came a decided hitch, when an Anglo-Belgian syndicate signed a contract with Tang Shao-yi for a loan of \$1,000,000, with the Kalgan railway as security. Russian bankers were also interested in this loan, and there are those who say that Russia is endeavoring in this manner to secure control of the Kalgan line, which is important to Russia commercially and strategically. The loan was for \$1,000,000, but there was a provision for a future loan of \$10,000,000. When news of this secretly concluded loan became public there was a great deal of commotion in Peking. Hasty meetings of the bank representatives were held, and two protests were formulated. The groups contended that the action of Tang Shao-yi in signing this outside loan was a direct violation of his agreement with them, yet that he promised, on behalf of the Chinese government, that the groups would carry out the government until a big loan was made. They resented the intrusion of the Anglo-Belgian syndicate and considered that there had been a display of bad faith. Tang Shao-yi declared that he has never promised to deal with the international group alone; that, as Premier of the country, he was at liberty to deal with any nation or any nationality, and that he would not give to the group a monopoly on Chinese business.

The Kalgan line, say the French and the British, is a product of the Board of Communications, and they therefore have the right to protest against its being used as security for this new loan. The French and British banks interested in this loan of 1908 are the same as now represent France and Great Britain in the quadruple group. The Anglo-Belgian people point out that the Kalgan line was not in operation when the 1908 loan was concluded, and therefore cannot be considered as part of the security for the loan of 1908. The argument over this point is getting rather hot and quite technical. With these two protests against the Kalgan loan, it is not unlikely that the quadruple group will make great headway and possibly kill the Anglo-Belgian loan, although it is likely that the final result will be the taking of the Anglo-Belgian syndicate into the international group, and then an agreement with the Chinese that this new group be given the sole rights to finance China. For China must be saved, whether or no, and the international group is apparently the only means of reaching this end.

HITCH IN LOAN CONFERENCE

Russia Not Ready to Lend to China on Terms Acceptable to Others.

London, May 16.—The meetings here of the bankers representing the United States, Great Britain, Germany, France, Russia and Japan to discuss the terms of the Chinese loan have been suspended, as the conditions submitted by Russia are not acceptable to the original group of four powers. It is understood Japan has concurred in the Russian proposals, but the others say they are unable to agree to them. The Russian conditions as stated by M. Terstraete, vice-president of the Russo-Asiatic Bank, who represented that country in the conferences, were that her special interests should be safeguarded in Mongolia and Western China and that the political control of the money advanced to China should take precedence over the bankers' control, as the interest of the powers thereby would be better safeguarded.

The Continental delegates to the conference are leaving London today for their respective countries. The meetings will be held after Russia has given further consideration to the matter.

FAIR ENVOYS IN VIENNA

Panama Exposition Commissioners Entertained by Minister.

Vienna, Austria, May 16.—The members of the Panama Pacific Exposition Commission, consisting of John Hays Hammond, R. B. Hill, Brigadier General Clarence K. Edwards, William Benson, Theodore H. B. Charles, F. W. H. Wither, and Archibald C. Emery, arrived here this morning. An official reception had been arranged for to-night at the Foreign Office in honor of the commission, but owing to the King of Denmark's death this was cancelled. The Foreign Minister, Count Leopold von Berchtold, gave a dinner to the commissioners instead.

On Saturday it is expected that the Emperor Francis Joseph will receive the commission, whose members afterward leave Vienna, accompanied by Ambassador Kerekes and members of the embassy staff.

CUNARD RAISES ITS PAY SCALE

Officers of British Line to Receive Substantial Advances.

London, May 16.—The Cunard Steamship Company has adopted a revised scale of pay for officers. This provides for substantial advances.

The inadequate pay of captains of ocean liners has often been a subject of criticism, and the theme again became prominent on the morning of the Titanic disaster. Although the White Star Line does not make public the salaries of its commanders, Captain Smith's friends say the captain of the Titanic, though head of the greatest ship fleet and in command of the greatest ship afloat, received only \$5,000 a year, with a bonus of \$11,000 if his record for the twelve months should be clear.

It is far above the average, however. The salaries on vessels of the North Atlantic route probably range as low as \$2,000, with \$2,000 as a fair average. For those who stand at the top of their profession, who have complete responsibility for a ship, as many as 3,000 lives in a single voyage, this has often been declared pitifully small. On the German lines, while the salary of captains ranges from \$2,000 to \$2,500, they have a system of profit sharing whereby they receive a share of the profits.

One veteran steamship man stated recently that there is hardly a case on record of a liner's captain getting \$5,000 a year. Most commanders, he said, did not make more than 2,000 a year. The pay of the reach even \$2,000 a year. The pay of the chief officers of the biggest liners afloat, he declared, seldom exceeded \$1,400 a year.

KING'S BODY ON YACHT

Borne from Hamburg to Travemuende with Simple Ceremony.

TWO SONS AS PALLBEARERS

Haakon of Norway Arrives in Copenhagen to Meet the Dannebrog To-day.

Copenhagen, May 16.—Preparations have been completed for an impressive reception of the body of King Frederick VIII of Denmark, which will arrive here at noon to-morrow aboard the royal yacht Dannebrog. King Haakon of Norway, son of the dead monarch, and other members of royal families, high government officials and foreign diplomatic representatives will assemble at the landing place, from which, after the coffin has been placed in a hearse drawn by six horses, the procession will start for the chapel of Christianborg Castle. It will pass through the principal streets, which have already been draped in mourning, and which to-morrow will be lined with troops.

At the chapel a short service will be held, and the body will remain there, guarded day and night by detachments of army and navy lieutenants, until the funeral at Roskilde Cathedral on May 21.

Hamburg, May 16.—The body of King Frederick VIII of Denmark was removed from the Hamburg Hof to-day and placed on a train bound for Travemuende, where the royal yacht Dannebrog was anchored.

A short and simple funeral service was held in the rooms of the hotel before the coffin was carried down the stairs by twelve municipal employees attired in traditional costume, very similar to those of the early Dutch settlers in New York. They wore black doublets, knee breeches, white stockings, black plumed hats and swords. As the procession passed out other officials, also in medieval costumes, lined up on each side of the door.

The widowed Queen Louise left the hotel on the arm of Prince Harald, her third son. Prince Gustav and the Princess Thyra and Dagmar, the youngest three children of the late King, who had travelled with him and the Queen from Nise, followed immediately after their mother. All appeared to be deeply affected.

Queen Louise, just before the coffin was moved, left the rooms of the hotel of her own accord and, with a voice breaking with emotion, addressed a few touching phrases to the members of the Danish colony, who, with a large number of citizens of Hamburg, had assembled on the staircase. Her majesty thanked them for the pleasure her husband had always found in visiting Hamburg, and thanked them for their kindness and consideration since his death. The incident had been totally unexpected, and many of those present were weeping when the Queen finished.

A military escort, acting under the direct orders of the Kaiser, was waiting outside the hotel, and saluted as the coffin was borne out, while great crowds of silent spectators gathered along the route to the station, notwithstanding the drizzling rain. Another guard of honor was drawn up inside the train shed, and presented arms as the coffin was placed on the funeral car.

Lubeck, May 16.—The Danish royal yacht Dannebrog, heavily draped in mourning, steamed out of Travemuende Harbor at noon to-day with the body of King Frederick VIII of Denmark on board. Queen Louise and the Danish princes and princesses stood on her deck in sorrowful recognition of the demonstrations of sympathy from the crowds standing with bared heads on the quay.

The Danish warships Offert Fischer and Peder Skram saluted with twenty-seven guns as they took up their positions behind the royal yacht, which they will accompany on her funeral voyage to Copenhagen.

The Danish royal family, which travelled in the train bearing the body, was met here by the Grand Duke of Mecklenburg-Schwerin, brother-in-law of the new King. The coffin was lifted from the train by Danish naval officers. Princes Harald and Gustav, sons of the late King, acted as pallbearers.

The procession moved from the train through the old-fashioned streets of the village to the wharf. Danish marines were drawn up along both sides of the route and presented arms as the coffin passed.

The widowed Queen walked immediately behind the coffin, supported by the Grand Duke of Mecklenburg-Schwerin. The whole was very impressive, although the ceremony was conducted with severe simplicity. As the coffin was carried on board the royal yacht the crowd of Danish people swelled to a great number. The coffin was deposited in the dining saloon amid a mass of flowers.

U. S. PRESSURE ON ECUADOR

American Owned Railroad Must Be Paid What Is Due to It.

Washington, May 16.—The United States has made strong representations to the government of Ecuador that it must settle with the American-owned railroad running between Quito, the capital, and Guayaquil before services rendered, as well as pay the salvantion the government allows. The bill against the government has been piling up for some time, and includes the cost of transportation of troops during the recent revolution, but the requests for payment from all sources have been ignored by the government.

State Department officials refuse to discuss the steps which might be taken in the event Ecuador pays no attention to the American note.

DISESTABLISHMENT VOTED

Majority of 81 for British Government's Welsh Bill.

London, May 16.—The Welsh Disestablishment bill passed its second reading in the House of Commons to-night by a vote of 385 to 257, a majority of 81.

During the course of the debate the Chancellor of the Exchequer, David Lloyd George, effectively used the charge that the noble families, whose representatives were the most strenuous opponents of the bill on the ground that it pillaged the Established Church, obtained their vast wealth by the spoliation of the Church in the time of the Reformation.

A stormy scene followed his reference to a political leader in which he said the Duke of Devonshire charged them with "robbery of God."

"Doesn't he know," queried the Chancellor, "that the very foundations of his fortunes were laid deep in sacrifice and built on desecrated shrines and pillaged altars?" Among the voices raised in angry protest Lord Hugh Cecil's was the most conspicuous, to which Lloyd George retorted: "These charges that we are robbing the Church ought not to be brought by those whose family tree is laden with the fruits of sacrifice at the Reformation. Their ancestors robbed the Catholic churches, the monasteries, the altars, the almshouses. They robbed the poor. They robbed the dead. Then, when we try to recover some part of this pillaged property for the poor, their descendants accuse us of theft—their whose hands are dripping with the fat of sacrifice?"

INDICTED, GANG'S LAWLESSNESS SHOWN

Continued from first page.

empty house, that he was thinking of buying it. He also mentioned that he knew a young man who was going to Philadelphia to live and wanted a chauffeur. Mrs. Bullock replied that that would be a good job for her grandson, Frank, who wanted to get work out of town. McKenna also learned the address of Frank's wife and his parents.

Detectives hired a flat next to theirs at No. 275 Bassford avenue and spied on them for weeks. It was evident that the people feared espionage, for various dodges were tried to throw possible watchers off the scent. Finally, in an elevated train the detectives saw Frank's young wife reading a letter. It was addressed to Vineland, N. J.

Detectives went to the school for feeble-minded children at Vineland, and were told by Professor Nash, who was in charge, that he had recently hired a new assistant, a young man of the name of Muehlfeldt. The young fellow took the job, said Professor Nash, to keep him in funds while he pursued his study of criminology, in which he was much interested. Muehlfeldt was most obliging, the head of the institution said, and when he learned that they had to hire a chauffeur to go each week for the payroll of upward of \$2,000, he had said that he himself was a chauffeur and would just as soon go to the bank for the money as not. He had not gone when the detectives arrested him.

"The Kid" a Church Worker.

When the detectives began to look into the life of "The Kid" they were amazed. They found, they say, that he was prominent as a worker in the Dutch Reformed Church in East 121st street, and was so fervent in his religious belief that he not only took up neighborhood work, but became, after a fashion, an evangelist, and delivered talks on street corners in Harlem.

It was partly through this reputation that he won his young wife, to whom he has been married eight months. She was a witness against him before the grand jury yesterday. She is said to have been engaged to a man of considerable means, but when "The Kid" young, good looking and apparently of spotless reputation, met her, he won her heart. Always when he went to the home of her parents for a meal "The Kid" was called upon to say grace, which he did withunction.

On the other hand, they found that as Frank Moore, "The Kid," was convicted, of attempted burglary on October 16, 1908, and that sentence was suspended upon him by Judge Train in General Sessions on November 5. He worked, the police say, for "Jimmy the Crab." By a strange coincidence a man who gave him the name as John Lang, was arraigned in the Harlem court yesterday by Patrolman McGrath, who accused him of being "Jimmy the Crab," and said that he had found him leaving a store that had been entered by thieves, with a bundle under his arm. Lang was held in \$500 bail for further examination.

"Big Bill," it is said, was sent to Elmira in 1904 for attempted grand larceny, and on January 9, 1907, sentence was suspended upon him in General Sessions when he was convicted of burglary in the second degree.

ANOTHER ISLAND FOR ITALY

Garrison and Civil Authorities of Lipso Taken Prisoner.

Rome, May 16.—The Italian destroyers Nembo and Aquilone to-day captured a vessel laden with arms and ammunition in the vicinity of Porto Securo on the Turkish island of Lipso, near the Smyrna coast. The destroyers and the civil authorities of Lipso were taken prisoners by the crew of the destroyer Nembo.

DEAD WHEN LEFT BEHIND

Rumors That Men from Titanic Starved Vigorously Denied.

Soon after the passengers on the White Star liner Oceanic landed in this city yesterday rumors were current among them that the three persons picked up on Monday in one of the Titanic's collapsible boats had starved to death. It was said they had even tried to subsist on the cork of their lifebelts. One rumor had it that the dreman found in the stern of the collapsible had chained himself to the thwart before the twenty living occupants were transferred to the lifeboat in command of Mr. Lowe.

All these reports were branded as false yesterday by Captain Harry Smith of the Oceanic, Dr. R. S. French, the ship's surgeon, who went out to the drifting lifeboat, and by the men who accompanied him. According to Mr. Withers, the second officer, the boat and its burden had drifted 222 miles southeast from the place where it left the Titanic.

The first boat sent out to the collapsible by Captain Smith was to ascertain the condition of the bodies. When it came back and the men reported that the bodies could not be carried to port, Dr. French was sent out with a fresh crew and prepared the bodies for burial, reading the burial service as they were consigned in weighted sacks to the sea.

The White Star Line issued a statement yesterday which said in part that Mr. Lowe, as he testified in Washington, was certain the three men whose bodies he left behind were dead when he abandoned the boat.

TITANIC LIGHTHOUSE FUND

J. P. Morgan & Co. Announce \$4,549 50 Subscribed to Date.

J. P. Morgan & Co. announce the following additional contributions to the memorial lighthouse in memory of those lost on the steamship Titanic. This is the lighthouse tower and time ball to be erected on the new Seamen's Institute, corner of South Street and Comities Slip, just where Manhattan Island turns.

Name	Amount
Mrs. Frederick W. Vanderbilt	\$100
Mrs. C. Oliver Iselin	\$100
James Douglas	\$50
Mrs. James Speyer	\$25
Mrs. Clementina Furber	\$25
James M. Dickson	\$25
Mrs. W. M. Kingsland	\$25
Mrs. Herbert L. Satterlee	\$25
William Barclay Parsons	\$10
Edmund R. Osburne	\$10
William R. Beal	\$10
Miss Harrie R. Pope	\$10
William R. Beal	\$10
E. A. Caswell	\$10
H. R. Brown	\$10
Miss Julia E. DeLafayette	\$10
Total	\$4,549 50
Previously acknowledged	\$4,549 50
Total to date	\$9,099 00

Checks or currency should be sent to J. P. Morgan & Co., No. 23 Wall street, who will promptly acknowledge them.

THOUGHT ALL WERE SAVED

White Star Prepared to Transport All of Titanic's Passengers.

MRS. WIDENER MAY TESTIFY

Affidavit of a Survivor Charges Brutal Conduct of Officer—Bulkheads Out of Order.

[From The Tribune Bureau.] Washington, May 16.—Vice-President Benjamin Campbell, of the New York, New Haven & Hartford Railroad, appeared as a witness before the Titanic investigating committee of the Senate to-day, and gave testimony which tends to disprove the theory of the White Star Line, had knowledge of the sinking of the vessel before the news was given out to the general public.

This theory was founded on earlier testimony to the effect that Mr. Franklin had made arrangements with the railroad early on Monday for the transportation of only 701 persons from Halifax. Mr. Campbell testified that Mr. Franklin asked him by telephone about 11 o'clock Monday morning to make arrangements for the transportation from Halifax of 325 first class passengers, 355 second class and 719 third class, or 1,420 in all.

Later in the day Mr. Campbell asked for confirmation of this verbal order by letter. This was incorporated in the record. It stated that sleeping cars were wanted for 616 first and second class passengers and four coaches for 719 third class passengers. On the evening of the same day the order was modified.

An affidavit, made by Daisy Minahan, of Grand Rapids, Wis., charging Fourth Officer Lowe, of the Titanic, with blasphemy and brutal remarks while in charge of one of the lifeboats, was also presented.

Senator Smith is not yet willing to close the investigation until he has made an effort to shed more light upon the dinner aboard the Titanic, said to have been attended by Captain Smith just before the disaster, and to this end will make an effort to secure the testimony of Mrs. George D. Widener and others.

In her affidavit, Miss Minahan stated that as her lifeboat, No. 11, was being lowered men jumped into it at each deck until an officer threatened to shoot the next man who jumped. Her party found no light, no bread nor water in the boat and Officer Lowe continually suggested their slinging "Throw out the Lifeline" and that "the best thing for you women to do is to take a nap." Miss Minahan's affidavit continued:

Some of the women implored Lowe to divide his passengers among the three other boats and go back to the rescue. His first answer was "You ought to be damned glad you are here and have got your own life." After some time he was persuaded to do as he was asked. At 1 o'clock he shouted, "Jump, damn you, jump!" and was waiting only my turn. He had been so blasphemous during the two hours we were in his boat that the women at my end all thought he was under the influence of liquor. Then he took a will of the men who had rowed No. 14, together with a steward and a stoker to row our boat, which was crowded. The stoker refused to row, but finally, under the threat of a flogging, he did so. We were two women, who were the only ones pulling on that side.

A stewardess who had been saved told me that after the Titanic left Southampton there were a number of carpenters working to put the sections of the water-tight compartments in working order. They had great difficulty in making them respond, and one of them remarked that they would not be able to make them respond because it took so long to make them work.

WILL SURPASS TITANIC

Work Being Rushed on the Gigantic, 20 Feet Longer.

According to advices received here yesterday from Southampton, the White Star Line within fourteen months will have another steamship like the Titanic, only twenty feet longer.

The line has instructed its builders, Harland & Wolff, at Belfast, to rush the work on the new vessel, the keel of which was laid about six months ago, and every available man in the Queen's Island works will be engaged to hurry the work of construction.

The builders will work night and day, and it is thought that the Gigantic will be ready for service far ahead of scheduled time. The loss of the Titanic and the loss of business caused by the various mishaps to the Olympic have caused the company to push the work on the Gigantic.

One drawback, it is said, is the delay caused by the alteration of the plans, especially in the arrangement of bulkheads. This change involves the making of lateral bulkheads in addition to the transverse water-tight compartments. Work also is being rushed on another White Star vessel of 18,000 tons.

TITANIC WITNESS REPROVED

Illness Made Steward Remember Things Which Didn't Happen.

London, May 16.—The Board of Trade commission of inquiry into the Titanic disaster to-day resumed the taking of the testimony of the surviving members of the crew.

S. J. Rule, a bathroom steward, who last week said that he saw a woman who he had escaped from the wreck, took only four women and three children, corrected this to-day, when he said that women were in the majority in the boat. He said in explanation that he had been ill, which had affected his memory.

Lord Mersey: "I can understand illness making a man forget things, but I cannot understand it making him remember things which did not happen."

E. D. Hunt, a third class steward, explained the steps that were taken for the rescue of the third class passengers. He said they were called from their berths and assisted to put on lifebelts. Many of them refused the lifebelts, saying there was no danger. The stewards had difficulty in getting the women to go to the boatdeck, but succeeded in inducing two lots of about twenty-five each to enter the lifeboats. Before the last boat left the stewards called all over the steamer for women and children. When he left the Titanic there were some women on deck with their husbands. Out of sixty third class stewards carried by the Titanic only eleven were saved.

NEW SOUTH AMERICAN LINER

Ship of 12,000 Tons Launched at Belfast for Lampart and Holt.

The 12,000-ton steamship Vestris of the Lampart & Holt Line, which in November will be the biggest and fastest vessel in the New York and South American trade, was launched yesterday at the yards of Workman, Clark & Co., at Belfast. Apart from her splendid cabin accommodations, one of the striking features of the new liner is her capacity for carrying refrigerated meat. Her cold storage compartments will hold seventy thousand carcasses of fresh meat, and it is thought that much choice beef from Argentina will be brought north on the Vestris when she goes into service.

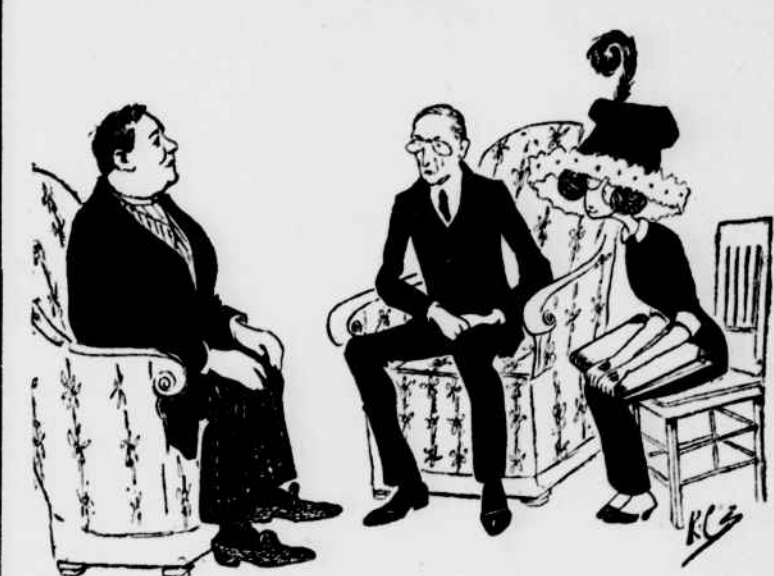
The Vestris, which is 322 feet long, with a 62-foot beam, will have accommodations for 250 first, 100 second and 400 third class passengers.

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Special Features in Sunday's Issue



Kate Carew Establishes Entente Cordiale with Senor Calero of Mexico

It's embarrassing to meet an ambassador from another land when he's in negligee, but when he has a nice command of English and plenty of ideas to express one forgets all about his costume. The Envoy Extraordinary sent by Mexico to this land says that his intense interest in the governmental methods of the United States is shared by leading men of the Southern republic.

IN NEXT SUNDAY'S TRIBUNE

President Madero Fell Heir to a Hornet's Nest Instead of a Beehive

'Twas a buzzing, hungry, selfish horde, in large part, that boosted him into power, and many of them, failing to receive plums, became disaffected right away. Here are some of the inside facts about Orozco and Zapata and about the conditions that have kept Mexico in a ferment for a large part of the time recently.

IN NEXT SUNDAY'S TRIBUNE

Uncle Sam Is in the Market for Gold Bricks, but not the Homemade Kind

With the closing of the Philadelphia refinery a vast tide of the precious metal flows into the Government Assay Office in this city, which will soon be the largest of its kind in the world. The valued mineral undergoes many processes from the time it enters the custody of the government assayers until it gets into circulation.

IN NEXT SUNDAY'S TRIBUNE

Did You Ever Get "Food Homesick" When Travelling Amid Exotic Edibles?

Huge importations of widely varying delicacies manifest the "culinary heimweh." These national dishes range from English plum pudding to boar's head and shark fins.

IN NEXT SUNDAY'S TRIBUNE

National Guard Needs More Men and Better Organization, Says Gen. O'Ryan